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CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

25X1

COUNTRY

East Germany

DATE DISC.

27 Sept 1954

SUBJECT

Railroad Construction Program of the GDR  
Berlin

NO. OF PAGES

4

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)DATE OF  
INFO.

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SUPPLEMENT TO  
REPORT NO.

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Installation	Total Capacity	Capacity by End of 1955	Beginning and End of Construction	To be constructed	Costs (in 1,000 DM)
<b>Railroad Stations:</b>					
Berlin	15 pairs of	15	1953/1955	200	3,000
Lichtenberg	trains per				
Modification of day					
station facilities					
Dammweg elevated	1,500	1,500	1955	852	852
train station	travellers				
	per hour				
<b>Maintenance Shop for Locomotives:</b>					
Frankfurt/Oder	57 workplaces	57	1955	800	800
construction of					
an administra-					
tion building					
<b>Maintenance Shop for Rolling Stock:</b>					
Enlargement of	decontamination	100	1954/1955	1,548	548
the Rummels-	100 cars per				
burg installa-	day				
tion					
Lichtenberg	servicing of	200	1955/1956	3,500	2,002
installation	450 cars per				
	day				

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Projects Connected with the Improvement of the Carrying Capacity:

Wuhlheide marshalling yard	6,000 cars per day	800	1952/1960	120,000	25,100	
Kuesstrin/Kietz railroad station construction of transfer tracks	20 pairs of trains per day	20	1951/1955	7,200	2,100	1
Nordring, Berlin	25 pairs of trains per day	25	1952/1955	44,914	2,085	2
Nordwestring Berlin	35 pairs of trains per day	10	1953/1956	119,500	14,500	3
Ostring Berlin	64 pairs of trains per day	44	1955/1956	25,400	16,500	4
Reconstruction of second track between Nauen and Falkensee	39 pairs of trains per day	39	1955	3,650	2,000	5
Construction of second track on Westring Berlin	5 pairs of trains per day	4	1955/1957	54,600	6,000	6
Rerouting of railroad line between Brandenburg/Altstadt and Goerden	undetermined	undetermined	1955/1956	12,000	8,000	7
Border station at Frankfurt/Oder	4 pairs of trains per hour	4	1955/1956	5,450	2,500	8
Construction work at Seddin marshalling yard	300 cars per hour	300	1955	950	950	
Mahlow, concrete curve	30 pairs of trains per day	30	1955	2,000	2,000	
Pankow, Schoenhauser Allee elevated train station	77 pairs of trains per day	77	1955	5,500	5,500	
Reconstruction of a track between Wriezen and Neuruednitz	24 pairs of trains per day	-	1955/1956	4,500	3,000	9

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Reconstruction of a second track between Hennigsdorf and Velten	45 pairs of trains per day	45	1955	1,725	1,725	5
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Bridge Construction Work:

Installation of the second superstructure on the Oder River Bridge at Kuestrin	-	-	1954/1955	1,200	300	10
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Construction work on the Oder River bridge at Neuriednitz	-	-	1953/1955	3,200	200	9
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Construction work on a bridge near Mustermark	-	-	1954/1955	3,000	1,500	
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Safety Installations:

Installation of automatic interlocking devices on the southern section of the Berlin Outer Freight Ring	-	-	1954/1955	13,000	4,900	
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Reconstruction of automatic interlocking devices at elevated train station Ostbahnhof Charlottenburg	train density: 2.5 trains per minute	2.5	1955/1956	3,000	2,000	
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Reconditioning of two interlocking plants at Mustermark	"	"	1955	800	800	
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Installation of induction interlocking facilities on the Falkensee/Hausen railroad line	-	-	1955/1956	1,200	300	
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ILLEGIB

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south of Mittenwalde was to be reconditioned and brought to a daily capacity of 15 cars. The project is probably connected with the establishment of a major VP storage dump.<sup>12</sup>

- 25X1 1. [ ] Comment. Information on the enlargement of the Kuestrin-Kietz border station  
25X1 was transmitted previously. [ ]. The existing four  
tracks are to be supplemented by two additional tracks.
- 25X1 2. [ ] Comment. The Nordring Berlin was completed double-track in late 1952. In 1955,  
finishing work is scheduled to be done on this line. The railroad bridge over High-  
way No 96 from Berlin to Prenzlau is also scheduled to be completed.
- 25X1 3. [ ] Comment. In October 1953, the Nordwestring Berlin was completed single-track  
as far as Brieselang. The line is now scheduled to be extended as far as Wustermark.  
The enlargement of railroad stations and the construction of connecting curves between  
the Nordwestring and the main railroad lines crossed by it are also scheduled. 25X1
- 25X1 4. [ ] Comment. Information on the scheduled construction of a second track on the  
Ostring Berlin was transmitted previously. [ ].
- 25X1 5. [ ] Comment. These construction projects, which are connected with the Nordwestring  
Berlin, are reported for the first time.
- 25X1 6. [ ] Comment. The construction of the Westring Berlin was planned for 1953. The  
execution of the project has been delayed. The completion of this line section would  
close the gap in the Berlin Outer Freight Ring. [ ]  
25X1 [ ]
- 25X1 7. [ ] Comment. The execution of this project was originally to take place at an  
earlier date. [ ]
- 25X1 8. [ ] Comment. Construction work on this new railroad customs station between  
Frankfurt/Oder and the Oder River has been under way since some time. [ ]  
25X1 [ ]
- 25X1 9. [ ] Comment. Information on the reconstruction of the destroyed Oder River bridge  
and the single-track railroad line leading to this bridge was transmitted previously.  
25X1 [ ]
- 25X1 10. [ ] Comment. The completion of this bridge which has two tracks was reported [ ]  
25X1 [ ]. The construction work mentioned  
involves the replacement of military bridge equipment by permanent equipment.
- 25X1 11. [ ] Comment. This construction project is reported for the first time. The spur  
track branches off from the single-track Zossen-Mittenwalde branch line. K&U stands  
for "Kommunalwirtschaftliches Unternehmen" (municipal enterprise). It is believed that  
the former Sunlight Soap factory, which [ ] is now being  
25X1 used as a KVP Supply depot, is involved.

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